

Shipping.

STEAMERS

**NOUVELLE COMPAGNIE MARSEILLAISE
DE NAVIGATION A VAPEUR.
FRAISSINET & Co.
INDIA AND CHINA LINE.**

THE *Scandinavian News* **and** *Steamship*

"GOLCONDE,"
Andrac, Commander, will sail at NOON, on MONDAY, the 23rd instant, for MARSEILLES, via SAIGON, SINGAPORE, COLOMBO, ADEN, and SUEZ; and with leave to call at PENANG and TUTICORIN. In connection with these Steamers the Company runs a Line from MARSEILLES to HAYRE and LONDON, leaving MARSEILLES after arrival of the Steamer from CHINA.

The Company also runs Steamers regularly from MARSEILLES to numerous Ports in the MEDITERRANEAN and BLACK SEA, by which through freights may be booked.

This Steamer is excellently Fitted for Passengers, to whose comfort and accommodation

Special care is given; a liberal table is kept. Each Steamer carries a Surgeon and Stewardess.

FIRST-CLASS FARE TO MARSEILLES..... \$300.
SECOND-CLASS FARE TO MARSEILLES... \$240.

RETURN TICKETS are now granted by the Steamers of this line from HONG KONG to MARSEILLES.

KONG to MARSEILLES AND BACK, available for the undermentioned periods, to be reckoned from the date of arrival at Marseilles of the Steamer for which the Ticket is issued to

the date of re-embarkation there of the Holder of the Ticket.

	1ST CLASS.	2ND CLASS.
6 Months.....	\$520.....	\$410.....
12 "	560.....	445.....

Special rates are arranged for families.
For Freight or Passage, apply to

ADAMSON, BELL & Co.,
Agents.
Hongkong, 8th April, 1883. [189

FOR SINGAPORE, MAURITIUS, AND
BOMBAY.
THE Steamer
"INGO,"
Captain Jesselsen, will be despatched for the
above Ports on MONDAY, the 23rd instant at

For Freight or Passage, apply to
DUNN, MELBYE & Co.
Agents.
Hongkong, 14th April, 1883. [28]

**AUSTRO-HUNGARIAN LLOYD'S STEAM
NAVIGATION COMPANY.**

**STEAM FOR SINGAPORE, PENANG
COLOMBO, BOMBAY, ADEN, SUEZ,
PORT SAID, AND TRIESTE.**

(Taking Cargo at through rates to CALCUTTA
PERSIAN GULF PORTS, ODESSA, and the
MEDITERRANEAN PORTS).
THE Company's Steamship

"PANDORA,"
 Captain G. Sturll, will be despatched as above
 on FRIDAY, the 27th instant, at NOON.
 For further Particulars, apply to
MELCHERS & Co.,
 Agents.

Hongkong, 16th April, 1883. [29]

SAILING VESSELS.

FOR SAN FRANCISCO.
THE 3/3 L. I. American Ship
"WANDERING JEW,"
Talpey, Master, will load here for the above
Port, and will have quick despatch.
For Freight, apply to

Hongkong, 15th March, 1883. RUSSELL & Co. [21]

FOR NEW YORK.

THE American Bark
"C. B. HAZELTINE,"
Gilkey, Master, will load here for the above
Port, and will have quick despatch.
For Freight, apply to

FOR NEW YORK.
THE American Ship

"MARY WHITRIDGE,"
Freeman, Master, will load here for the above
Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.

Hongkong, 15th March, 1883. [21]

THE 3/3 L. I. Danish Bark
"KJOBENHAVN,"
N. Magleby, Master, shortly expected here, will
load as above and will have quick despatch.

For Freight, apply to **PUSTAU & Co.**
Hongkong, 4th April, 1883. [25]

FOR LONDON (DIRECT.)
THE 3/3 L. L. I. German Ship

"IDA,"
Schneider, Master, will load here for the above
Port and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBERG & Co.
Hongkong, 14th April, 1883. [28]

Consignees.

OCCIDENTAL AND ORIENTAL STEAM
SHIP COMPANY

NOTICE
CONSIGNEES OF CARGO per Steamship
"GAELIC"
 The above Steamer having arrived, Consignees

of Cargo are hereby requested to send in the Bills of Lading for Countersignature and to take immediate delivery of their Goods from along side.

Chicago impeding the discharge of the vessel
will be landed and stored at Consignee's risk
and expense.

F. E. FOSTER,
Agent.

Hongkong, 16th April, 1883.

Intimations.

A. S. WATSON & CO.

FAMILY AND DISPENSING
CHEMISTS,
WHOLESALE AND RETAIL DRUGGISTS,
DRUGGISTS' SUNDRIES,
PERFUMERS,
IMPORTERS AND EXPORTERS
OF
"MANILA CIGARS,"
WINE AND SPIRIT MERCHANTS,
AND
MANUFACTURERS
OF
AERATED WATERS.

THE HONGKONG DISPENSARY,
ESTABLISHED A.D. 1847,

THE SHANGHAI PHARMACY,
24, NANKIN ROAD, SHANGHAI.

BOTICA INGLESA,
14, ESCOLTA, MANILA.

THE CANTON DISPENSARY, CANTON.

THE DISPENSARY, FOCHOW.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication; but as evidence of good faith.

Whilst the columns of the Hongkong Telegraph will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than THREE O'CLOCK, so as not to retard the early publication of the paper.

TO SUBSCRIBERS.

Arrangements have been made to publish the Hongkong Telegraph daily at 4 P.M. Subscribers in the central districts who do not receive their copies before FIVE O'CLOCK will oblige by at once communicating with the Manager.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, APRIL 18, 1883.

THE latest story of "Jewish Persecution" is of a most extraordinary character, though it does not bear the complexion originally put upon it. The world was first informed that the "British representative" in a Moorish town had caused eight Jewish maidens to be publicly flogged in the market place, and the British Government was called upon in the name of outraged humanity to insist upon this brutal representative receiving his deserts. The amended account as now given by the Jewish World—an authority altogether above suspicion—if almost as sensational as the original narrative is at any rate of a totally different character. In the little Moorish town of Casablanca there lives, we are told, a Jewish family named Armel. The head of the house, who acts as interpreter for the British Vice-Consul, has been grievously troubled by the dissolute conduct of two of his sons. On these returning home late one night, after a fit of debauchery, the father expostulated with them, when by way of answer they fired a couple of pistol shots at him. The old man, now thoroughly alarmed, fled to the Basha, who at once sent a file of soldiers to arrest the would-be paricides, and next day they were bastinadoed in presence of their father. The old man, however, was not quite satisfied with the condign punishment of his erring sons. Certain "fair but frail" Jewesses of the place were regarded by him as the real authors of his troubles, so he applied to the Basha to have all Jewesses of bad repute arrested. This task curiously enough, was entrusted to the Jewish Sheikh who, says the accredited account, "apparently" nothing loth, took the soldiers, and that night haled out of their beds the eight Jewesses whose sufferings have horrified Europe. One of them is said to be of "unimpeachable respectability," but the other seven, it is admitted, "were no better than they should be." The remainder of the story is certainly horrible enough:—

Next morning the whole eight were stretched flat in the market-place face downwards. A Moor held each hand, another stood upon their shoulders, and they were severely flogged by a file of soldiers. One of them is said to have gone mad during the process. When it was over, the wretched women were bundled into gao pending their expulsion from the town. The American Vice-Consul, himself a Jew, interposed, and they were released.

Of course all this is very shocking, but it is not "Jewish persecution," as the phrase is usually understood. The principal actors in it were all Jews, and the British name and fame are in no way

involved in it. After all this it is rather mystifying to read a statement made by Lord E. Fitzmaurice that the Foreign Office have been unable as yet to identify the place mentioned, where certainly no British Consular officer exists. This certainly tends to discredit the story altogether.

LOCAL AND GENERAL.

THE Messageries Maritimes steamer *Djemnah*, with the next outward French mail, left Saigon at 10 p.m. yesterday for this port.

A REGULAR Lodge of St. John, No. 618, S.C., will be held in Freemasons' Hall, Zeland Street, this evening at 8 for 8.30, precisely. Visiting brethren are cordially invited to attend.

A TELEGRAM was received last night from the working party employed on the Canton-Kowloon Telegraph line. Notwithstanding the unfavorable weather, good progress in the construction of the line is being made, the distance covered now exceeding 92 miles.

H.M.S. *Audacious*, with Admiral Willes on board, left the harbour at 10.45 this morning for the customary Summer cruise in the north. The *Pegasus* with the *Albatross* in tow preceded the flag ship, and several other vessels of the squadron will shortly follow. Before leaving Admiral Willes, accompanied by Captain Tracey, went on board the German flag-ship and bade good bye to Admiral Von Blanc. The *Swift* will remain in Hongkong during the summer months.

A RATHER important assault case was heard by Mr. Woodhouse at the Police Court this morning. The complainant was Mr. William Salmond, second officer of the steamship *Consolation*, who charged Ho Ming, boatswain, and Wong Mun, seaman, on board the same vessel, with assaulting him on the high seas, during the voyage between Hongkong and Hongkong. After hearing evidence, which was of a somewhat conflicting character, the Magistrate remanded the case until 10 o'clock to-morrow morning.

SAYS the *Referee*:—Herr Bandmann is quite a master of the art of polite letter writing. The Calcutta Press has made things slightly warm for the great man, and he has, at a considerable distance, been writing to the editor of the *Statesman and Friend of India* to tell him that he has been guilty of Billingsgate infamy, that he is a Judas, that if he had time he would put him in jail with a capital J, and that he is a cur and a coward. He wound up by "publish this letter intact if you have the courage." The editor had the courage.

THE statement in our morning contemporary that the celebrated ten steamer *Stirling Castle* was expected to remain in Singapore a week and then come on to Hongkong is, we believe, totally inaccurate. "The fastest ocean going steamer afloat" came out to Singapore laden with coals for her own consumption on the homeward journey, and after discharging, was under orders to proceed straight to Hankow, so that we have a very poor chance of seeing her in this port for some time to come. We are informed by one who ought to know, that the *Stirling Castle*, if driven hard, is capable of considerably shortening her remarkable passage of twelve months ago.

THE Italian Admiralty is said to attach very great importance to the experiments made with torpedo boats on the occasion of the late naval review at Spezia. It is a fact, to which no attention appears to have been paid in England, that when the *Dandolo* and *Dulio* steamed out into the bay and commenced firing, they were within a very short time enveloped in such a dense cloud of steam and smoke that two torpedo boats succeeded in approaching the ironclads unperceived to within 20 metres. They were, consequently, at a distance at which they could discharge their torpedoes, although the manoeuvre was executed in broad daylight. The experiments which took place during the night gave still more extraordinary results. All the torpedo boats were able to perform the task set them, and one of them approached the *Veneta* to within 10 metres.

A WRITER in the March number of *Cassell's Family Magazine* on the subject of dress reform for men, remarks:—Next after the cylinder hat comes, in the condemned list, the article we call trousers. These, it is said, sin against utility in that they ignore the knee, whereas men bend their limbs at this point hundreds of times a day. There can be no question, with any one who has tried them, of the superior convenience of the knickerbocker, which does not ignore the knee, but terminates at it. So, seeing further that the trousers are a garment with no claims to grace, the dress reformers propose to relinquish trousers for the knee-breeches of our grandfather. Our present coats have not been assailed with any great effect. The dresscoat is usually laughed at; but I question if it could be fairly ruled inconvenient, or, on the whole, ungraceful, when cut without curves. Probably it could be improved by rounding off its sharper angles and making it fuller. Against the usual coat of morning wear in the present day little has been alleged as yet, nor do I think there is much to be said to its detriment. It is not inconvenient, and it has little of foolish ornament, unless we reckon in that category the slit at the wrist and the two never-used buttons and button-holes. The two buttons put on the waist behind have been condemned as useless, and explained as survivals of the time when all gentlemen wore a sword, and required these buttons to keep the sword-belt in place; but it is a question whether the buttons might not fairly pass muster as ornamental detail, and for all probability they have been retained, in spite of the disease of the sword-belt, because they satisfy a desire of the eye for some breaking-point at the waist. They may pass, then, as ornaments having relation to the lines of construction.

THE armament to be carried by the *Phalanx*, the new steel steam cruiser, launched a few weeks ago at Messrs. Napier and Sons' yard at Glasgow, will render her a very formidable vessel. It consists of ten 6-inch guns, six Nordenfeldt machine guns, two Gatlings, and ten torpedoes. She is of 3,000 tons burden, and is to be propelled by engines of 500 horse-power, thus securing a very high rate of speed.

THE Rev. Mr. Wallace, Vicar of Lanarth, Cornwall, has lately been divorced from his wife—on her petition. This worthy pastor, it seems, used to pull her hair out "by handfuls," call her unpatriotic names, kick her, and do other things of an equally playful nature. It is alleged that on the Sunday after the decree nisi was pronounced, the rev. gentleman took for his text: "Is it not lawful for me to do what I will with my own?"—Matt. xx. 15.

WE are obliged to "Sectarian" for his letter, but we would rather not engage in any religious controversy on the matter more particularly referred to—not that we are afraid to tackle the subject, but simply because the discussion would inevitably lead to acrimonious personalities which could not fail to prove offensive to the lady so grossly insulted by the accomplished "Banian." We have no hesitation, however, in saying that the husband of the lady would be perfectly justified, morally if not legally, in cowing "Banian" within an inch of his life. The "genius who permitted such a flagrant outrage on decency to appear in print" is beneath contempt.

A PARLIAMENTARY return has been published showing the establishment of each regiment of Militia in the United Kingdom, the numbers present, absent, and wanting to complete, and the number of Militia reserve men enrolled and effective at the training of 1882. The returns in continuation of Parliamentary command paper No. 2499 of the session of 1879. The total number of all ranks present at the training was 80,991; the absentees numbered 17,103. The military establishment of all ranks for England and Scotland is given as 106,516. As regards Ireland, the establishment of Militia (not trained) is set down as 32,777. The total number of men of the Militia Reserve effective at inspection was 23,019, and the number of men enrolled for the Reserve during the year was 6,608.

THIS is how Mr. Tarnier, a French scientist, undertakes to pull down the high average of mortality among newly born infants:—He has constructed a box, modelled precisely after that used as a poultry incubator, which is divided into two compartments, a first or lower one as a reservoir for hot water, and an upper one in which the infant is placed, and which is described as well stuffed at the sides and fitted with a sliding glass cover. Through the influence of the hot water, the temperature is kept at eighty-six degrees Fahrenheit. Mr. Tarnier has proved that by keeping infants in this incubating box from two to six weeks, seventy five per cent. have been saved that would have, otherwise, died. The experiments have actually been conducted, and out of 24 sickly and premature infants, only two were lost.

NOTWITHSTANDING the efforts of the Admiralty, it seems now certain, remarks the *Army and Navy Gazette*, that a portion of the very modest repairing programme in the last Navy Estimates is not likely, as usual, to be carried out. We are now within a few weeks, of the end of the financial year, when we were promised that the repairs to the *Bellerophon* and *Shannon*, ironclads, *Turquoise* corvette, to the *Forward*, *Frolic*, *Gosawk*, *Express*, *Merlin* and *Swinger*, gunvessels and gunboats, should be completed, and that the repairs to the *Emerald*, corvette, *Pelican* and *Cormorant*, sloops, should be begun. Little of this is likely to be realised, we fear. The *Shaw* and *Raleigh*, swift, unarmoured frigates, are, in addition, untouched, their repair not even, it would appear, thought of. This is the efficient condition of the Navy.

LORD LONSDALE, says a writer in the *Overland Mail*, has refused to be satisfied with the apology which Mr. Edmund Yates published in the *World* for the alleged libel to which he referred two or three weeks ago, and Lord Londsdale's counsel insisted on the rule for the trial being made absolute. The affair will almost rise to the dignity of a *cause célèbre*; for both parties to the suit have many friends in distinguished circles, and curiosity is roused by an expectation of revelations concerning the inner life of a society paper, and the personality of the as yet unknown "lady of title," who has for some years been an anonymous conveyor of gossip from the world of fashion to the *World* of journalism. Actions of this kind can hardly be said to be popular. It is well that with certain limitations the proprietor or publisher of a paper should be liable pecuniarily for injury done by the publication of libellous matter in his columns, but it seems hardly fair that he should be placed in the position of a criminal, unless either obvious malice or gross carelessness can be proved against him.

IT is proposed (writes Mr. Labouchere in *THE*) to expend 45,000l. in repairing (i.e., patching up) the *Victoria* and *Albion*, and while she is in the Dockyard her officers and crew are to be kept on full pay—a most profitable arrangement, in my opinion. Considering that in five years the *Victoria* and *Albion* has not been used by the Queen during ten days, it would be preposterous in any case to lay out so large a sum on her, but as it is well known that she is so far gone as to be practically not worth repairing, it seems in the highest degree foolish and absurd. The original cost of the *Victoria* and *Albion* was close on 12,000l. An enormous sum has since been spent on her at various times in alterations and redecoration, and the annual pay of her officers and crew amounts to 8,338l., which apparently they are to receive during the next year for doing nothing. The pay of the *Victoria* officers and crew is 1,000l. a year, of the *Albion* 800l., and of the *Elphinstone* 150l. The pay of men in Portsmouth Dockyard for the time they are employed on the yacht, averages nearly 9,000l. a year, and then there are many other charges to the public in connection with them. It seems to me that as it is admitted that any service which is ever performed by the *Victoria* and *Albion* could be equally well done by the *Orion* without inconvenience to anyone, the proper course would have been to build a new yacht nor to waste such an extravagant sum in repairing the old one.

THE English Admiralty is about to try machine-guns throwing a 6-lb. shell; the French Admiralty one throwing a 4-lb. shell; the Italian Admiralty one throwing a 2-lb. shell. It will be interesting to compare results.

THE composition of the crew of the United States steamer *Ashtadot*, recently lost in China waters, says the *San Francisco Chronicle*, is a fair example of the *olla podrida* of nationalities constituting the crew of an American man-of-war. The complement was 15 officers, 111 landsmen and sailors and 16 marines. The names and nationalities of the landsmen and sailors have been published and it appears that no less than 30 different countries were represented, as follows: United States 19, Germany 16, China 15, Ireland 12, Sweden 8, Japan 8, England 7, Denmark 6, Norway 4, Greece 3, Scotland 3, West Indies 2, and 1 from each of the following countries: Argentine Republic, Austria, Finland, France, Holland, Italy, Russia and Turkey. Of the total above enumerated, only 17 per cent. claim the United States as their country. Nearly 14 per cent. were Chinese, a class entirely unfit for any duty on shipboard, except as scullions and servants to the officers. With 22 Oriental servants the 15 officers must have enjoyed an exceedingly comfortable life, but the question presents itself as to how this heterogeneous crew would have acted should their services have been required to enforce the rights of American citizens abroad.

IT appears there has been no small stir in the musical circles of Germany over the quarrel between the Berlin violinist Waldemar Mayer and Ludwig Hartmann, the musical critic. Early in the present year the Berlin artist gave a concert in the Gewandhaus at Leipzig, and was afterward invited to meet a literary and musical company, where the talk turned upon the criticism of music in the journals. "I know for a fact," observed Herr Mayer, "that all these musical critics are to be bought." A student at the University stood up in great wrath and said he could name one against whom Herr Mayer dared not make such a charge. "Who is he?" asked the musician. "Ludwig Hartmann, of Dresden," replied the student. "Well," retorted the other, "if he will not take a bribe into his own hands he will receive one indirectly through his wife. If I wanted Hartmann to praise me in the press, I should forward the honorarium for the favorable criticism to Frau Hartmann." On the next day Mayer gave a concert at Dresden and received an invitation to visit Hartmann after the concert. To his astonishment, rather than his pleasure, he was no sooner ushered into Frau Hartmann's salon than he saw the young student from Leipzig, as well as his hostess, confronting him. The lady asked him if he would be good enough to repeat to her what he had said in society at Leipzig. As he hesitated to do this, Frau Hartmann struck him across the face with a riding whip, and he received a second blow on the back of his head as he was hurrying out of the room. He went straight to his hotel and wrote a challenge to Ludwig Hartmann, which the critic, naturally enough, refused to accept. Mayer had already fired his shot at Hartmann, behind his back, at Leipzig; and Hartmann conceived that his wife had saved him the trouble of firing any shot in return. The duel was commenced by the musician himself, who had got the worst of it, but the critic did not see that this was any reason for fighting a second battle.

A WRITER in the evening print says that there is a rumour current that Dr. Ho Kai has been nominated for the seat in the Legislative Council recently vacated by Mr. Ng Choy. This is certainly news to us. We were under the impression that Mr. Ng Choy had not vacated his seat on the Council, but was absent on leave. We have further been informed that Mr. Ng Choy has no intention of vacating his seat, as he intends returning to the colony as soon as his present special mission with Li Hung Chang has been completed. The writer referred to is evidently mistaken as to the position and influence of Dr. Ho Kai amongst his countrymen in Hongkong. Notwithstanding his short stay in the colony the learned Doctor is not only immensely and deservedly popular amongst all classes of the Chinese, but possesses a wide spread influence which justly entitles him to be considered a thoroughly representative man. It can hardly be doubted that Governor Hennessey's action in giving the Chinese a direct representative in our local legislature, was a wise measure and only bare justice to an influential section of the community. Its success and popularity will ensure its continuance. If the vacancy in the Legislative Council alluded to by the *China Mail* authority actually existed, it would be difficult to find a gentleman better adapted in every way for the position than the young Chinese barrister named above. As Dr. Ho Kai is undoubtedly the most cultured Chinaman (judged by our European standard) that has ever resided in this colony, it is difficult to understand how his appointment to the seat formerly occupied by a countryman greatly his inferior in social status, education, general attainments, influence, and refinement could reflect discredit on the honor which is presumed to be attached to the position. The writer in the *China Mail* insinuates that Dr. Ho Kai's appointment to a post which has hitherto been considered an honour, would turn the ancient tradition into derision. We don't pretend to know anything about this "ancient tradition," but we do know that Dr. Ho Kai's scholarly attainments and high character would honor the highest position in the colony. We also know that this young and unassuming Chinaman could give the anonymous scribbler of the evening journal a greatly needed lesson in the science of logical reasoning, as well as some useful hints on decency and good taste.

NO wonder the Powers still hesitate. The Second Regiment of Illinois militia has just received seven recruits—*Louisville Courier-Journal*.

WERE you ever in an engagement? Inquired an innocent rustic of a great militiaman. "Yes, one," replied the son of Mars; "but she went back on me."

THE LOSS OF THE "MINARD CASTLE."

A Marine Court of Inquiry into the circumstances attending the loss of the steamship *Minard Castle* was opened at the Harbour Master's Office this morning. The Court comprised Captain H. G. Thomsen, R.N. (President), Lieut. G. W. Balliston, H.M.S. *Victor Emanuel*, Captain Hassall of the P. & O. S.N. Co.'s steamer *Bangalore* and Captain Turpin of the O. & O. S. S. Co.'s steamer *Galle*.

Richard Skinner, late captain of the *Minard Castle*, gave the following evidence:—I am a master mariner, certificate numbered 31,134. I have been a master for about 15 years, and have held command of a steamer for the past fourteen months. The *Minard Castle* was 1596 tons net register, 350 h.p. nominal, and carried a crew of 46, all told. On the morning of the 10th instant, we left Hongkong at about ten minutes past 8 o'clock, bound for Saigon in ballast. We had the Company's pilot, Mr. Robert Jack, on board. The third officer, John Mullens, who holds a master's certificate, was on the bridge from the time we got under weigh. He was there to attend to the telegraph, that being his proper station. I was also on the bridge at this time, superintending the navigation of the ship. At 8.30, Green Island bore N. by E. distant one mile, magnetic bearing. The pilot then left the ship. I shaped a course for the S.E. point of the Aichau Island, intending to pass between that island and Hak-chau, which is the passage I have generally taken when bound to the southward from Hongkong. I had previously made three trips to the southward in the *Minard Castle*. Having brought the S.E. point of Hak-chau island right ahead, I told the third officer to mark the ship's head by the steering compass, which is right in front of the steering gear on the bridge; the steering compass was S.W., showing an error of nearly 11 degrees westerly, which was about the same as the steering compass has always shown on a S.W. course. Orders were then given to steer right for the S.E. point of Hak-chau island, and to keep a good look-out. I then satisfied myself that the third officer thoroughly understood the orders given him, and the weather being fine, and water smooth and about slack tide with all the islands visible, and having every confidence in the third officer, I went below to breakfast with the first and second officers. The third officer has been in the ship about four months but has been on the coast a long time in Messrs. Butterfield and Swire's steamers. Had the orders given to the third officer been properly attended to, the ship would have cleared Hak-chau island to the eastward by three quarters of a mile, and one mile and a half off the rock off Ling Ting Island, and the small islands off Hak-chau about half a mile. The course given at my departure was about mid channel. After breakfast was finished, about fifteen minutes after going down, I went on deck in company with the first and second officers. The time would be shortly after 9 o'clock. On my way to the bridge I observed that the ship was getting too close to Cheung Chow Island, and while going along the deck I mentioned with my hand to the second officer, who had just taken charge on the bridge, to starboard the helm. On reaching the bridge the helm was ordered to be put hard-a-starboard; at the same time I imagined I saw dark colored water on the starboard bow. I went immediately to the telegraph to order the engines to be stopped. As I put my hand on the telegraph the ship struck with terrific force on what appeared to be a sunken rock, on the starboard side, somewhere under the bilge and also under the engine room. The water rushed in with such great force that in a short time holds Nos. 1 and 2 were full, just giving sufficient time to launch the boats and put out the crew. I felt confident that the ship did not strike the rock marked on the Admiralty chart and made enquiries of the fishermen, pilots, and other Chinese who frequent that locality, and was informed by them that several rocks besides the one marked on the chart existed thereabouts. On the 13th inst. I took a steam launch and, accompanied by the chief engineer, Robert Jack, the commodore, and another Chinese, went down to the rock marked on the chart and took soundings. We found a rock bearing by Government chart about S.E. by E. with 11 feet of water on it at high water, about sixty feet from the marked rock with a depth of from five to seven fathoms between them. I have since heard that other rocks exist on both sides S.E. and S.W. of the marked rock, over which the sea breaks in heavy weather. I think the damage done to the *Minard Castle*, under the bilge, and in my opinion, the rock marked on the chart could not have caused the damage, being hardly covered with water. The *Minard Castle* was drawing about 15 feet 6 inches aft, and 12 feet forward when she struck the harbour. The only things saved were the articles, ship's register, and a tin box. No soundings were being taken at the time she struck or from the time she left the harbour. I had all the Admiralty charts and Chinese pilots instructions on board, and they were lost with the ship. I had always found the third officer very careful in his duties and remarkably steady. I had every confidence in him. I have never had an accident before and have been 17 years with my present employers. I have never previously left the bridge while my ship was in pilotage waters. I have had several testimonials presented to me by various employers. The course given was from the chart, which was on a table right under the bridge. The ship had to go about five miles from the point of departure to be abreast of Cheung Chow Island.

John Mullens, stated:—I was third officer of the *Minard Castle* and joined the vessel in Shanghai last January. I hold a master's certificate numbered 98,688, which I obtained in 1875 at Greenock. I have been at sea since 1867, and became an officer in 1871. I have never commanded a ship; I have been trading on the China coast between Swatow and Shanghai since 1871. I made two voyages to the south in the *Minard Castle*, previous to

this last trip. I kept the usual officers' watch on board. On the morning of the 10th instant shortly after 8 o'clock the ship was got under weigh. I was then standing on the bridge company with the captain and the Chinese pilot, attending to the telegraph. When about a mile to the southward of Green Island the ship stopped to allow the pilot to get off. The captain then came on the bridge and the steamer was put on full speed ahead. The ship's head was brought to bear on the centre of the Aichau Island, bearing S.W. The Captain gave me orders twice to keep her head straight on to that island and keep a good look out, pointing out the island with his hand. The Captain then left the bridge and said he was going down to breakfast. There was only one quarter-master on the bridge at this time, the man who was steering the ship. The weather was clear and I could see a distance of seven or eight miles. The Captain did not say anything about any rocks he wished to pass clear of. I kept my watch on the bridge and put the helm starboard, as wished, to clear the point of Cheung Chow a little further off the land. I had no local knowledge and thought I could do no harm by clearing the point by a greater distance and afterwards bring the other island ahead. I starboarded twice, about half a point in all, after which I looked at the compass and found the ship's head pointing S.W. half S. I was then relieved by the second officer who had finished his breakfast. This would be about fifteen minutes after the captain had left the bridge. I told the second officer to keep the island ahead, as it then was, though not quite in the centre of the island, being a little to the eastward. The vessel was going about ten knots. I told the second officer that I had starboarded half a point, and left the bridge and went to my room and afterwards to breakfast. While having breakfast I felt the vessel strike the first time, and thought she had gone ashore, as she did not appear to have struck very heavily. The second time of striking she struck heavily, the second shock appearing to be a continuation of the first, as though the ship was running alongside something. I at once ran forward to the bridge and found everybody getting the boats out, and the ship listing over to starboard. The steamer was going down head first and listing over to starboard at the same time. Her bows were not then under water, and she did not appear to be going forward. The second officer and I swung out the starboard life boat which was slowed inboard. The second and third officers and four quarter-masters remained by the ship, the rest going on board the *Hungfien*.

By Lieut. Balliston:—The island pointed out was to be distinctly seen, but I could not say how far it was off. When I said before that the day was clear and I could see seven or eight miles, I meant small objects. From the time I left the bridge until the steamer struck would be about twelve minutes. I never saw the captain from the time he went to his breakfast until after the vessel struck. I did not think it necessary to put over the lead and take soundings as I altered the course so slightly.

By Captain Hassall:—I had not seen the chart at all when left in charge of the bridge.

By Captain Skinner:—I understood you to say I was to keep the ship's head as near the centre of the island as was possible. After you left the bridge it would be about four minutes before I altered the course. My only reason for altering the course was to give the point a wider berth. You usually stayed such a short time away that I did not think it necessary to call you when I altered the course. I have never left the bridge to go and look into the chart room as it did not appear to have been customary to do so. The principal reason for starboarding was to give the ship a wider berth off the point, as I had a rough idea that I could do no harm by keeping her a little off. On the last voyage the weather was very thick when we went out, but as the captain was on the bridge, I did not take much notice of the course steered. When relieved by the second officer I took no bearing of the island, which would be about two miles off. It would be about from two to three points on the starboard bow on the outside point.

By Lieut. Balliston:—I considered I was in charge of the ship and responsible for her safety during the captain's absence or until relieved by the second officer.

Charles Le Craz, deposited:—I was second mate of the *Minard Castle* and joined the ship in London about six months ago. I hold a second mate's certificate, obtained in London in 1876, and have served in that capacity for more than a year. On the 10th instant the steamer was got under weigh about ten minutes after 8 o'clock. I was then stationed at the after part of the ship, the watch being proper station and duty on leaving harbour. After the pilot left I secured the boats and went to breakfast with the Captain and Chief Officer. After breakfast I went on the bridge to relieve the third officer. The third officer gave me the course, remarking that he had altered a from S.W. by S.W. half S.W. giving me to understand that I was to steer straight for the island, which was ahead. There was an island on the starboard bow distant about two miles and bearing about half a point off. The captain coming up the starboard gangway waving to me to starboard the helm. I ordered the quarter-master to starboard and saw the ship's head move but could not say how much. The captain then came on the bridge and looked at the compass and steadied the helm. The captain was walking up and down and looked over the side and ahead, and afterwards ordered the helm to be put to starboard. The ship altered immediately afterwards struck a new few junks and fishing boats ahead of the steamer and saw 30 rocks over which the sea was breaking previous to the vessel's striking. The ship seemed to strike very hard on the starboard bow but her way was not stopped, and the anchored her starboard helm after striking the rocks and went down by the head immediately after striking and commenced to all forward.

rapidly. The boats were got out and the crew put into them.

By Lieut. Balliston:—I understood from the third officer that I was to keep the island right ahead, and if I could not do that by the course the vessel was then steering I would have called the Captain. I put out the chart in the chart room which was open for inspection.

By Captain Thomsett:—I have run down to the chart-room to look at the chart when in open water but not when near the land.

By Lieut. Balliston:—A watch or look-out could be kept from the lower bridge.

By Captain Turpin:—The time between the starboard and steady of the vessel would be about from three to four minutes.

By Captain Skinner:—I first saw you on the lower bridge when you waved me to starboard. You afterwards called out "starboard, starboard," and the helm was put hard-a-starboard. From the time of relieving the third officer to the time of striking would be about six minutes.

Had I had any doubts about the safety of the ship or wanted to change the course during your absence, I would have called or sent for you at once. I remember passing between the islands on the last voyage to Saigon but did not notice the course the ship was steering. I have seen the charts and had the rock pointed out to me on which it is said we struck; but it could not be the one on which we actually struck.

By Lieut. Balliston:—The chart room is open for the inspection of the officer of the watch.

By the third officer:—I have not heard that the third mate has been told to go into the chart room; but I have not seen you go in there and do not remember seeing the previous third officer do so either.

Joseph Daniel King:—I am chief mate of the *Minard Castle*. I hold a master's certificate numbered 31,113, and have been at sea for 26 years. I have never been in command of a ship. I joined the *Minard Castle* in Middlesboro in March 1882. On the 10th instant at about 10 minutes to eight the *Minard Castle* got under weigh. I was at that time on the forecastle, getting the anchors up. About twenty minutes past eight I went on the bridge and told the Captain that the anchors were ready for letting go. I then went down to breakfast with the captain and second mate. After breakfast I came on deck and spoke to the carpenter; my intention then being to turn the men to; but before I got to the No. 2 hatch the ship struck. I turned round and found the water was coming in over the starboard side. Went to my room and got an axe out, and went on the bridge. On coming out from breakfast I noticed land pretty close on the starboard side. The vessel kept her way on when she struck and canted over a little to the starboard. I assisted in getting the boats out, which took about five or six minutes. After the vessel struck it would be about ten minutes before the water got to the upper deck. The vessel went very gradually down after the main hold was filled. After the boats were clear of the ship about twenty five minutes, she went down. The charts by which the ship is navigated are kept in the chart room. The second officer is allowed to see the charts but no one else is allowed access to the chart-room. I keep watch only from 4 till 8 a.m. If during my watch I wanted to see the chart I would not be able to see it, as it is generally put away in the drawer. The chart is not generally kept on the table for the use of the officer of the watch, but is put away in one of the drawers.

By Lieut. Balliston:—I do not know if the chart is on the chart table when we are going into or leaving harbour. The captain looks upon the second officer as being the navigating officer and expects that he only will interfere with the charts. There is no order that the officer on watch is not to go and look at the chart if he feels so inclined. I have never been refused access to the chart while on watch. The captain has given me orders not to prick or mark the charts.

By Captain Hassall:—When I saw the water coming in I looked down the hatchway and saw it was coming in well above the bilge.

By Captain Skinner:—I was second officer of the ship last voyage. You asked me not to mark or scratch the charts but said I might consult them.

Louis Raymond, quarter-master of the *Minard Castle*, stated:—I joined the steamer in Shanghai some three months ago. On the 10th instant, was in charge of the wheel on the upper bridge. When the pilot left, the course was kept S.W. by order of the captain. The third officer was in charge when the captain went below. The course was altered by order of the third officer about four minutes after the captain had gone away, the course given being S.W. by S. The course was again altered to S.W. by S. and that course was continued until the captain came on the bridge, when the helm was put to starboard and the ship came round about one eighth of a point. About five minutes after the captain came on the bridge the course was again altered and the helm starboarded. The ship's head again came round one eighth of a point. The captain did not arrive on the bridge until about three or four minutes after the second mate. After the ship was put hard-a-starboard she struck on the starboard bows. I did not see any rocks about, and left the wheel about a minute after she struck. The ship stopped her way immediately after she struck.

By Lieut. Balliston:—The ship's head was S.W. by S. when I left the wheel. The second mate gave me no orders at all to move the helm.

By Captain Skinner:—The second officer was on the bridge about two minutes before you came up and about ten minutes before the ship struck. I am sure you were on the bridge about eight minutes before she struck.

Thomas Neilson, chief engineer of the *Minard Castle*, said:—The steamer left Hongkong on the 10th instant about ten minutes past 8 o'clock. At the time the vessel struck she was going about ten and a half knots. The second engineer was in charge when she struck, and I had only come up from the

engine-room to have a look round. Immediately the vessel struck I went down into the engine-room and found the second engineer stopping the engines. I took a lamp and examined the bilges behind the engines, and found a hatchway close to the platform burst open by the force of the water which seemed to be coming from the starboard bilge. I have since visited the wreck in company with the Captain, commodore, boatman and boat's crew; that was on the 13th. We took soundings in the vicinity of the island where the steamer struck, and found another rock about ten fathoms from the one on which the vessel struck.

By Captain Hassall:—The order to stop the engines was telegraphed down as I got to the top of the staircase.

By Captain Skinner:—From the time of stopping the engines before I went down to see if there was any water coming into the ship, would be about half a minute. I did not hear the telegraph ring "full speed, astern."

At this stage of the proceedings the Court was adjourned till Friday at 10 a.m.

THE NORTH CHINA INSURANCE COMPANY.

The following Report was presented at the meeting of shareholders held in Shanghai on the 16th instant:—

The Directors have now the pleasure to present the Report and Accounts for the half year ending 31st December 1882.

1882.—The balance at the credit of this Account on the above date was Tls. 67,911.34 which sum has since been disposed of and a final dividend of 4 per cent paid to contributing Shareholders, Tls. 20,400 being added to the Reserve Fund.

The total profits for the year after deducting Tls. 46,661.75 and have been distributed in the following manner, viz:—

Dividend of Tls. 75 per share Tls. 75,000.00
Tls. 25,000.00
Tls. 25,000.00
Tls. 25,000.00
Tls. 25,000.00
Tls. 25,000.00
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1883.—The net Premiums earned from July to December together with Interest, &c., amount to Tls. 337,731.00, and the Losses and Claims, Charges, &c., to Tls. 312,270.83, the balance carried forward being Tls. 25,460.17 making a total of Tls. 363,160.90 at the credit of the Company at the end of the year. Since the 31st December last further claims have been settled aggregating Tls. 99,912.82.

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CHEFOO.

The following provisional regulations for the port of Chefoo have recently been issued by the Imperial Maritime Customs:—

PROVISIONAL RULES.
For Vessels Calling at Chefoo to Land or Ship Treasure and/or Passengers only.

1.—Inward and Outward Manifests must in every case be handed to the Customs Officer on duty on board the vessel, and such manifests must contain the following particulars:—

Bullion, silver, cases, value, &c.
Gold, cases, value, &c.
Foreign coins, cases, value, &c.
Passengers, cabin, (numbers)
" steerage, (numbers)
" deck, (numbers)

2.—No Treasure or passengers' baggage must be allowed to leave the vessel until a Customs Officer is on board, or to be shipped after he has received the Outward Manifests and quitted the vessel.

3.—If the vessel is provided with a valid Tonnage Dues Certificate (which must be handed to the Customs Officer for inspection), the mere landing and shipping of Treasure or passengers will not necessitate the formal entry of the vessel at the Custom House.

4.—If the vessel does not possess a valid Tonnage Dues Certificate and lands and/or ships more than 10 passengers, a g. lands 10 and ships 10.—Tonnage Dues are payable, and the vessel must enter and clear in the usual way.

5.—In the case of regularly trading vessels, which, arising out of office hours, are liable to Tonnage Dues under Rule 4, special arrangements may be made by which vessels will be enabled to continue their voyage without delay, provided their agents at Chefoo are willing to enter into the necessary guarantees and observe such conditions as may be required by the Customs Authorities. In such cases a Provisional Tonnage Dues Certificate will be issued by the Officer on duty, to be subsequently exchanged for the usual Four Months Certificate.

6.—Non-compliance with the above rules on the part of the master of a vessel will lead to the withdrawal from the vessel concerned of all special privileges, and entail such other penalties as may be prescribed by Treaties.

G. HUGHES,
Commissioner of Customs.
Custom House,
Chefoo, 22nd March, 1883.

MAILS EXPECTED.

THE AMERICAN MAIL.
The O. & O. Co.'s steamer *Belgie*, with the next American mail, left Yokohama on the 13th instant, and may be expected on or about the 19th.

THE FRENCH MAIL.
The M. M. Co.'s steamer *Djennah*, with the next French mail, left Saigon for this port on the 17th instant, and is due here on or about the 21st.

STEAMERS EXPECTED.

The steamer *Nelson* left Sydney on the 3rd instant for Hongkong, via Queensland Ports and Amoy, and may be expected to arrive here on or about the 1st proximo.

THE STEAMSHIP "VENICE."
Captain Drake, will be despatched as above, on SATURDAY, the 28th instant, at FOUR P.M.
For Freight or Passage, apply to
GEO. R. STEVENS & Co.,
Hongkong, 18th April, 1883. [299]

FOR SINGAPORE AND PENANG.
THE Steamship
"CHARLES TOWNSEND HOOK"
will be despatched for the above Ports, on TUESDAY, the 24th inst., at 5 P.M.
For Freight or Passage, apply to
AH YON & Co.,
80, Praya Central,
Hongkong, 18th April, 1883. [298]

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, and BRISBANE, and taking through Cargo to ADELAIDE, NEW ZEALAND and TASMANIAN PORTS, NEW CALEDONIA and FIJI.)
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BAROMETER, THERMOMETER, TER, &c.	WIND- DIRECTION.	AMOUNT.	SWELLING- DIRECTION.	WIND- DIRECTION.
Barometer.....	30.00	30.00	30.00	30.00
Thermometer attached.....	60	68	60	60
Direction of Wind.....	N	NE	N	NE
Force.....	5	3	1	3
Dry Thermometer.....	60	65	60	60
Wet Thermometer.....	65	65	55	55
Weather.....	c	c	c	c
Hour's Rain.....	0	0	0	0
Quantity fallen.....	0	0	0	0

Barometer, level of the sea in inches, tens and hundredths.—Thermometer, in Fahrenheit degrees and tenths kept in the open air in a shaded situation.—Direction of Wind, is registered every two points, N., N.E., E., S.E., S., S.W., W., W.N.W., &c.—Force of Wind, 0 calm, 1 to 3 light breeze, 3 to 5 moderate, 5 to 6 fresh, 7 to 8 strong, 8 to 10 heavy, 10 to 12 violent.—State of Weather, 0 Clear, blue sky, C. Cloudy, D. Drizzle, F. Fog, G. Gale, H. Rain, L. Lightning, M. Mist, O. Overcast, P. Passing shower, S. Squally, &c.—Rain, S. Snow, T. Thunder, U. Wind, threatening, V. Visibility, W. Storm, Z. Calm. The letters are repeated to indicate any increase over the mean average of their signification. Rain.—The hours of rain for the previous, or hours (noon) are registered from 2 to 2 as the quantity of water fallen indicated in inches, tens and hundredths.